

For...
DEMOCRACY
and
FREEDOM

The Indiana Teamster

"Serving the Indiana Teamster Movement"

Against... OCT 9 1944
HITLERISM
and
SLAVERY
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TOBIN ATTACKS ANTI-GAS RATIONERS AS UNPATRIOTIC!

State Council to Formulate Legislative Program

Hess Calls for Protection of Labor's Rights

Committee to Be Named At Meeting to Be Held in Indianapolis

Steps were taken this month by the Indiana State Drivers' Council to formulate a legislative policy and program for the forthcoming session of the Indiana General Assembly which opens in January.

A meeting will be held late this month at which plans will be made to name a legislative committee which will guide the work of the State Council in attempting to secure laws that will secure Teamsters' rights and prevent the passage of anti-labor bills.

Pat Hess, president of the Council, called attention to the vital importance of pursuing a vigilant and alert course. He said that there has never been a time in the history of the labor movement when it was threatened with so many restrictions and curbs by law-making bodies.

"We must now forget the election," he said, "and get down to work to protect the rights we have already gained."

"An intelligent, well-planned legislative program will go a long way towards protecting our position in these perilous times."

"Labor is doing its share in the war effort, which is right, proper and not unusual, but we feel that the war should not be used unfairly as an excuse to undermine our gains of the past decade."

"Regardless of political faith, we are members of organized labor first, with the welfare of our members at heart, and we are going to do all in our power for them. That

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New Sign for Indianapolis Joint Council

Indianapolis Joint Council of Teamsters No. 69 spruced out with a brand new big neon sign this month.

The big sign, which has a huge Teamster emblem on it, hangs flat against the building over the entrance and leaves no doubt whatsoever as to who the occupants are! Emmett J. Williams, president of the joint council, extended an invitation to all Teamsters to stop when in Indianapolis to see the sign and Teamster headquarters which were renovated recently.

"With that sign, you can't possibly miss the building now," he said.

Collier's Weekly Sets Record For "Boners" in Reporting Morgan Co. Safety Record

Teamsters were surprised this month when they picked up their Collier's magazine to learn that the Morgan Packing Co. had established a record for safe driving.

The surprise, however, was not confined to the Teamsters. Morgan's scab drivers were also surprised—and flabbergasted!

In the November 14 issue of Collier's, Columnist Freling Foster, said that Morgan's trucks wrote an all-time American safety record by driving over 4,000,000 miles without a single accident, injury or death.

Upon investigation we learned that Collier's had obtained its information from the National Safety Council, who in turn had received its statistics from Morgan.

The "record" covers the last six months of 1933.

Morgan's most recent record, based on the official report of an Indianapolis insurance company, is not a record of safety, but one of recklessness and irresponsible driving.

That record is 239 accidents in which 8 were killed and 22 injured in the short space of 11 months.

Thus the Morgan outfit has not changed at all despite its attempts to counteract the Teamsters' expose of its activities by getting lying propaganda into the public prints.

Another record set by Morgan which should not be overlooked is the one where the company was found guilty of criminal charges of sending "filthy, rotten and decomposed" goods in interstate commerce.

GREEN PRAISES UNIONS' PART IN SCRAP DRIVE; CITES TEAMSTERS

Pointing out that all labor unions, particularly the International Brotherhood of Teamsters, are putting their shoulder to the wheel by collecting scrap salvage at a tremendous rate, William Green, AFL President, in a recent coast-to-coast broadcast, answered Director of the Labor Production Division of the WPB Wendell Lund's appeal for an intensified salvage drive by pledging the utmost co-operation of every worker in the nation.

"We all know," President Green emphasized, "that steel cannot be made without scrap. Likewise, without sufficient steel, many of our war industries would have to shut down or curtail production. Such a catastrophe would seriously retard the war effort. Furthermore, it would bring about a period of grave and unnecessary unemployment."

It was after this explanation of the vital necessity for steel that the AFL president appealed to every member of the Federation and to each affiliated union to get busy and keep busy collecting all available scrap. He even asked every affiliated organization to appoint a committee in each community to get the scrap moving at once.

The scrap drive, it was pointed out, can only be a success if it is continuous. It cannot flare up with only temporary interest in the matter and be dropped as a finished job. The collection must continue 24 hours a day, every day from now until the end of the present emergency.

York Transfer Charged With Intimidation

Charges of intimidation were lodged this month with the National Labor Relations Board against the York and Sons Transfer Co. of Indianapolis.

The complaint was filed by officers of Local Union No. 193 after Clarence York, manager, fired Homer Mountjoy for talking to fellow workers about union activities. York claimed Mountjoy was "agitating" against the company.

Another employee was threatened with dismissal after signing an application card in St. Paul, Minn., when the local there checked him and found no union affiliation.

President Russell Houze and Secretary-Treasurer Frank Fruehl said that this company has repeatedly refused union recognition despite the employees' wishes to affiliate with the Teamsters.

Hoosier Motor Club Leader Hurls Defiance at Government As Investigation Threatens

General President Advocates Pleasure Cars Be Stripped of Tires Before One Truck Carrying War Supplies Is Forced Off Highway

In a bitter attack that left the so-called "Midwest rubber conservation committee" gasping for breath, President Daniel J. Tobin this month charged the group's anti-gasoline rationing activities as bordering on sedition.

The Hoosier Motor Club and its head, Todd Stoops, of Indianapolis, have been the focal point for most of the anti-gas rationing propaganda distributed in the middle west.

Referring to a possible federal investigation of his activities, Stoops said, "Investigate and be damned." This challenge to the government by Stoops cast a shadow over his vigorous attempts to forestall gas rationing.

The entire move appeared as an attempt to protect auto loan sharks and finance companies at the expense of the lives of American soldiers.

Stoops admitted that private businesses were financing his campaign.

President Tobin's public statement left no doubts as to where the International Brotherhood of Teamsters stands on such unpatriotic activities.



PRESIDENT TOBIN

He said:

"Speaking as the president of an organization which has far more at stake in the rationing of gasoline than any automobile club or committee of disgruntled motorists, I bitterly oppose the propaganda campaign of Todd Stoops to get more gasoline for the pleasure cars of Indianapolis and the Midwest."

"We need gasoline in Morocco, not on Meridian street."

"We need it for jeeps, not for Stoops."

"Seventy-five thousand members of the Teamsters' Union are in the armed services. They are fighting from the equator to the Arctic, alongside countless thousands of their fellow Americans. They are dying in the Solomon Islands and going down in the sea with their ships."

"They are following the bloody

footprints left in the snow of Valley Forge to forever guide Americans along the path to freedom."

"They are not fighting for more gasoline for the motorists back home. These men do not question the orders that send them into battle. They do not stand around and debate the orders of their government. They obey them courageously. The Teamsters' Union—625,000 strong—is solidly behind our soldiers on the fighting front. It is solidly behind our government on the home front. Thousands of our members have lost their livelihood

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23 Members of Local 543 Join Armed Forces

Twenty-three more members of Local Union No. 543 have joined up with America's fighting forces, according to Ivan Granet, president. The new soldiers are:

Howard Simmons, Earl Beaver, Joseph Gentry, Gordon Emmerd, Earl Atkinson, Joseph Gilliland, Donald Vice, Therman Vice, Alonzo Vess, Marshall Bedford, Emmett Payne, Max McPherson, James Turner, Otto Copas, Gerald Smoot, George Ostendorph, Melvin Bowen, Tom Shoat, Raymond Morgan, Glen Cochran, Milford Campbell, Dale Williams and Fred Brown.

"We are very proud of them and wish them luck and God speed in returning," said Granet.

Labor Urged to Take Active Part in Defense Councils

Participate in Committees, Asks Landis

Need Source of Leadership
Unions Provide, Avers
OCD Chief

CINCINNATI, Ohio.—Urging labor to take an active, thinking part in the planning of civilian defense, and reiterating the frequently stated position of the National Office of Civilian Defense that labor should have representation on the functioning committees of all Defense Councils, James M. Landis, director of the office of civilian defense told labor to assume its responsibility of seeing that its membership participates in the civilian defense program. Mr. Landis spoke before the "Labor Unity for Victory" rally in the Music Hall at Cincinnati.

The rally was sponsored by the AF of L, CIO and the Railroad Brotherhoods.

Eleven thousand trade unionists packed the hall to capacity, but Mr. Landis' message to labor carried beyond that audience as his appeal was broadcast throughout the nation on the C. B. S. network.

"The National Office of Civilian Defense has taken the position that labor should be represented in the planning councils of the defense councils both at the city and at the state level," he said. "Any other position seems so clearly wrong, for it deprives the community of one of its best sources of leadership in that community as well as the whole-hearted support of the labor movement. If we believe that this is an all-out total war, we must live up to that belief and enlist every element of our society, regardless of economic condition or of race in conducting this war."

In addition to responsibility for improving directly our use of our productive capacity, labor has a responsibility in the field of civilian defense, Mr. Landis told unionists throughout the country:

"It is as much the job of labor to put its strength, its knowledge, its understanding at the service of the community as any other economic or social group. It is as much a duty of trade union leaders to see that their membership is concerned with and is contributing to the solution of these problems as it is their business to see that any other objective that will benefit their members is being achieved."

The OCD director then added that labor's second great responsibility is to see that its membership assumes the responsibility of participating in civilian defense work—work that now has enlisted more than ten million people in specific undertakings.

Right to War Effort Fridge

He told labor that it has the right to be proud today of its war record. "In this country," he said, "labor has taken and absorbed shock after shock as our great industry adapted itself to the demands of war."

"This, too, is natural for never have the interests of free labor been threatened as they have been today. Men who work know what the possibilities of slavery are, know how slavery is fastened upon a class by the denial of the right to organize, by the break-up of trade unionism, by the overthrow of democratic government."

Greater Sacrifice Ahead

"It is this which already has caught the fire of labor here as abroad, which has led and will lead to greater sacrifice, to pain and death so that in the end the cause of free labor as part of the

NWLB Clarifies Wage Regulations

WASHINGTON, D. C.—The National War Labor Board issued a special bulletin explaining by the question and answer method how the new wage controls established under the President's Executive Order affect American workers. The board emphasized that the wage regulations do not automatically freeze all wages and salaries for the duration.

The questions and answers follow:

Q. Does the executive order freeze wages and salaries? A. No. But adjustments in wages can be made after Oct. 3, and in salaries after Oct. 27 only if approved by the WLB.

Q. Under what conditions will the WLB approve increases? A. To "correct maladjustments or inequalities, to eliminate substandards of living, to correct gross inequities, or to aid in the effective prosecution of the war."

Q. Are all employers covered by these requirements? A. No. Employers who have eight or less workers may make increases without approval of the WLB.

Q. Is an employer exempt if he has a number of establishments, each of which employs eight or less persons? No. If the total number of persons in all of his establishments is more than eight, then he is not exempt.

Q. Can an employer grant individual wage or salary increases without WLB approval? A. Yes, but only if the increases are in accordance with the terms of a wage or salary agreement or wage or salary rate schedules. Even then, these increases cannot be granted unless they are the result of one of the following: Individual promotions or reclassifications. Individual merit increases within established rate ranges; operation of an established plan of wage or salary increases based on length of service; increased productivity under piecework or incentive plans; or operation of an apprentice or trainee system.

Q. Can an employer allow these individual increases to raise his costs and cause his prices to go up? A. No. No employer will be allowed by the government to use these increases either to get a price increase or to resist an otherwise justifiable reduction in his price ceiling.

Q. What about piece rates? Suppose an employer set a piece rate before or after Oct. 3 which, when tried out in practice, did not give the employee the normal earnings prevailing in that plant for that type of job. Can he adjust this rate so as to yield the normal and expected amount? A. Yes.

Q. The executive order of Oct. 3 states that there shall be "no increases in wage rates" unless they are approved by the WLB. Can an employer get around this by hiring a new worker at higher wages than he is paying his present employees? A. No. He cannot hire a new worker at more than the established rate in the plant for the job.

Q. What about new jobs or new plants where there are no established wage rates? A. In such a case, the employer cannot, without WLB approval, pay more than the wage rates prevailing for similar jobs in the area.

Q. What about increases in wage rates granted before Oct. 3? A. Unless the WLB later decides to review them, all wage increases put into effect on or before Oct. 3 do not need WLB approval. Such increases must have been agreed to in writing or formally communicated to the employees on or before Oct. 3. They must also have been made applicable to work done prior to Oct. 3.

Q. Let's take a specific case. A manufacturer made a written agreement with the union in his plant on Oct. 3 for an increase of four cents an hour for his employees, retroactive to Sept. 20. Does he have to have this increase approved by the WLB before putting it in his workers' pay envelopes? A. No.

Q. But suppose, in the case just put, the workers didn't actually get the check till the next pay-day, say Oct. 10? A. The increase does not have

to be approved. The men started earning the money, and the increase was in effect on Oct. 3.

Q. What about increases in wage rates which were agreed to before Oct. 3, but which do not go into effect until some future date? Do they need WLB approval? A. Yes, if they are payment for work done after Oct. 3. The typical case is that of a contract made before Oct. 3 providing that at some future date the workers will be granted an automatic increase tied to the increase in the cost of living which has occurred in the meantime. Such future increases must be approved by the WLB. This is also true of arbitration awards handed down after Oct. 3, even if the agreement to arbitrate was made before that date.

Q. What about salary increases? After what date do they need WLB approval? A. Increases in salaries after Oct. 27 must be approved by the WLB unless otherwise exempted.

Q. Are the exemptions in the case of salaries the same as in the case of wages? A. Yes.

Q. Does an employer who is not engaged in war production have to submit wage and salary increases to the WLB for approval? A. Yes. There is no distinction made in the executive order between war work and non-war work.

Q. What about municipal, state, or Federal government employees? A. Wage and salary increases for all government employees are subject to regulation under the executive order of Oct. 3 unless the amount of such salary or wages is fixed by statute.

Q. If wage or salary increases are made in the form of war bonds or stamps, do these increases need to be approved by the WLB? A. Yes. It makes no difference whether the increases are granted in cash or in war bonds or stamps or any form of remuneration whatsoever.

Q. What is the difference between wages and salaries? A. The term "salary" means all forms of compensation computed on a weekly, monthly, annual or other comparative basis, except a wage basis. The term "wages" means all forms of compensation computed on an hourly, daily, piecework or other comparable basis.

Q. Are bonuses, gifts, loans, fees and commissions, when given as compensation for personal services, included in wages and salaries? A. Yes.

Q. Can wages or salaries be decreased? A. No decreases in wages or salaries for any particular work may be made below the highest rate paid for this work between Jan. 1 and Sept. 15, 1942, without approval by the WLB.

Q. On what basis can the WLB approve such decreases? A. Only to correct gross inequities and to aid in the effective prosecution of the war.

Q. What are the penalties for violations? A. If any wage or salary payment is made in violation of the regulations, the entire amount of the payment shall be disregarded by all agencies of the government in determining the costs or expenses of any employer for the purpose of any law or regulation, including the Emergency Price Control Act of 1942, or any maximum price regulation thereof. The amount will also be disregarded for the purpose of calculating deductions under the revenue laws of the U. S. A., or for the purpose of determining costs or expenses of any contract made by or on behalf of the U. S. A. . . . The amount to be disregarded in the case of increases in violation of the regulations is the amount of the wage or salary paid or accrued, and not merely the amount of the increase.

Q. If an employer, for example, increased the wages of all his workers five cents an hour without approval by the WLB, would he be able to deduct any of the wages of those workers when he calculates the amount of his income tax? A. No.

Q. Are there any further penalties? A. Yes, any person or corporation who willfully violates any of the regulations is subject to a fine of up to \$1,000 or a year in jail, or both.

Teamsters Win NLRB Election At Drewrys

Outlaw Brewery Workers' Union Again Rejected in South Bend

SOUTH BEND.—In a NLRB supervised election early this month, employees of Drewrys Brewery voted overwhelmingly in favor of Local Union No. 364 to be their representative in all collective bargaining matters.

Brewery Workers' Local 272 had challenged the Teamsters' right to the members. But out of 178 votes cast, 172 went to the Teamsters, which ought to show conclusively just where the workers stand.

Drewrys' employees came into the Teamster fold last summer after becoming thoroughly disgusted with the inactivity of the Brewery Workers' Union. Local 272 had virtually become a company union.

Said Walter E. Biggs, president, "We have tried in every way possible to give all that we have to our members at Drewrys and we take the result of the election to mean that they are pleased and satisfied with our efforts. They are a grand bunch of fellows, good union men and I am happy to work with them and for them."

On the Banks of the Wabash With Local 417

By FLOYD STEEL

Edgar Richards, business agent, reports that Killian Freight Lines has paid members of 417 back pay due them from November 15, which clears up all of Local 417's over-the-road contract differences.

Protect the Bill of Rights and the Constitution because it protects you from domination and subjugation by a tyrant.

A country where it is impossible to speak freely even to a friend, or in the bosom of your family; a country where at any time you may disappear into a concentration camp, a country where you are not entitled to a trial by jury, a country where freedom of the press has been abolished and the government manufacturers the news, a country where listening to a foreign broadcast is treason, a country where at every turn of the road you are compelled to salute some petty officer or official—all that is Germany today under Adolf Hitler. And to avoid those tragic conditions we must defeat him and all he represents in battle.

Totalitarianism is an enemy of labor. In Germany the worker has lost all his freedom. His hours and wages are all fixed by the labor exchange, a department of the government. He is compelled to carry a book which serves as an internal passport.

In Japan there is no labor organization worthy of the name. Workers slave long hours for wages that can buy only bare subsistence of coolie standards.

So we see that as Americans, each of us has a task to do to defend America. Employee and employer alike must unite if we are to defend our rights successfully, if we are to protect our way of life. We must work as we have never worked before, and we must sacrifice wherever necessary, for if we lose the war we lose all.

BUY BONDS AND STAMPS!

Labor Working Hard to Beat Hitler, WPB Chief Reports

WASHINGTON, D. C.—Donald M. Nelson, chief of the War Production Board, issued a report which did not contain a word calculated to warm the heart of Hitler and his allies.

It disclosed that all phases of the armament program have made giant strides during the first six months of 1942. During June, the last month for which returns are available, the output of planes, ships, tanks, guns, ammunition and other weapons of war was three times as large as in November—the month before Pearl Harbor.

Of course, it is obvious that to achieve a record of that kind, several million workers must have been busy at their machines and

cause of free men will continue to unfold ways of peace and happiness for which no man, no cause can pay too great a price."

benches. Nelson generously gives these workers a share of the credit.

While gratified by the showing, Nelson warns the nation not to indulge in "too much boasting" or to be content with progress which he concedes has been amazing.

"The biggest part of the job is still ahead," he declared. "The country must not get the impression the battle of production is won and that we can now stand at ease. The battle will not be won until the war is over."

One of the biggest bottlenecks, Nelson said, is a serious shortage of raw materials. This is particularly true of steel, lack of which is slowing down important war industries.

"The lack of steel is so great," Nelson declared, "that we must shorten our production lines. The real danger is that production this year won't come up to the goals we have set."

ARMY TRUCKS ROLL OVER NEW ALASKA HIGHWAY

Formal opening of the Alcan highway, 1,671-mile road from Dawson Creek in Alberta to Fairbanks, Alaska, probably took place Sunday afternoon, November 15, the War Department has announced.

Trucks already have started to travel over the highway.

Ten thousand soldiers divided into seven army engineer regiments, including a regiment of colored soldiers, and 2,000 civilian workmen completed the job in slightly over six months.

Mordecai Ezekiel, who has been responsible for a large part of the Roosevelt administration's agricultural program, was recently appointed by Charles E. Wilson, vice-chairman of the War Production Board, as Wilson's executive assistant.

Co-operation of Labor Is Aim of Navy Chief

Knox Addresses Meeting of Union Executives at Washington; Bard Calls for Tremendous Effort in All Work That Will Win the War

Secretary of the Navy Frank Knox sounded the keynote of Navy's new labor policy at the Navy Labor Relations Conference dinner held in Washington recently.

He told representatives of labor from Navy Yards, Ordnance Plants, and other Industrial Shore Establishments that "the Navy family must be welded together as never before in order to meet the terrific war menace, the extent of which our people must now realize, and prepare with all our strength, courage and sacrifice if we are to win out."

Assistant Secretary of the Navy Ralph A. Bard, Under Secretary of the Navy James V. Forrestal, and Admiral Ernest J. King, Commander-in-Chief of the United States Fleet, called upon the labor and management representatives present at the conference to give their utmost in the battle of production for the Navy.

The some 200 labor delegates present at the conference heard high governmental officials call for greater production for the U. S. fleet, and were reminded of the great stakes labor has in the war. Among the government officials who spoke at the conference were Secretary of Labor Frances Perkins; Paul V. McNutt, chairman of the War Manpower Commission; Leon Henderson, Administrator, Office of Price Administration; Donald M. Nelson, Chairman of the War Production Board; Arthur S. Fleming, Commissioner, U. S. Civil Service Commission, and Hon. Melvin J. Mass, House of Representatives, Naval Affairs Committee, and a colonel in the U. S. Marine Corps Reserve.

President Roosevelt sent a special message to the delegates, stating his approval of the conference.

BA's SON SERVES IN MARINE CORPS



VERNON CRICKMORE

Ernie Crickmore, secretary-treasurer of Commission and Grocery Drivers' and Helpers' Local Union No. 233, Indianapolis, is a proud father these days. His son, Vernon, is a private, first class, in the United States Marines and is stationed now at the San Diego, Cal., Marine base, where he is a payroll clerk in the personnel department. He joined up last July 15.

LOCAL 520 SIDELIGHTS

By STEVEN TOTH

The furniture drivers and helpers received a \$1.00 increase per week and a new contract.

Beer drivers and helpers received a \$5.00 per week increase plus back pay since June 24, 1942. Local No. 520 acted as paymaster and we dished out around \$1,200.00 in back wages. The boys had to wait a long time for their money, but it was nice to receive those extra checks for \$50.00. Hey, boys, I HOPE YOU BOUGHT BONDS WITH THE MONEY.

The American Transit Company moved into town. They will haul steel out of the local plants.

Motor City Express moved to town also.

The Green Mill Baking Company has finally located here with ten men.

Cooney Brothers of Tarrytown, New York, (they must be Irish) moved to town with eight 5-yard concrete mixer trucks. WELCOME!

The John Griffith job is now going full blast with about 40 of our boys working there.

To you mugs of Local No. 520, it's Sergeant Jas. Meetcher! Yes, Jimmy Meetcher drops in to say "hello" and he asked me to convey his best regards to all the boys of Local No. 520. He sure looked neat and trim and those Sergeant stripes looked like a million bucks. GOOD LUCK TO YOU, JIM.

Virgil Love of Dr. Pepper has enlisted in the Navy and of all branches he picked the submarine service. I suppose driving a pop truck does affect one's mind. I believe he got that way reaching into those pop coolers. Seriously, Virgil, I know you're going to make a good sailor for you have been a darn good union man.

Paul Muhler wishes to thank all the teamsters for the support they rendered him in his campaign. Although he lost, he made a wonderful showing by receiving 38,000 votes.

Dead Eye Scotty.

That's the name Scotty Strickland of Local No. 142 is known by in this region. A friend of his claims Scotty went hunting the other day and shot up two boxes of shells, trying to hit a poor sick pheasant. Praise the scotch and pass the ammunition.

DUCKS

The annual joint council dinner was held Thursday, November 5th. Oh boy, did those truck drivers eat? I watched Mike Sawochka of Gary eat and did he punish the pheasants and ducks! He ate four half portions of pheasant and three half portions of duck and after all of this he started to eye my plate, but I fooled him. I grabbed the small amount that I had, "five portions of pheasant and four portions of duck," and went into another room and ate it. I am too sick for those Gary boys.

Everybody, including the office girls, had a grand time.

Oh boy, are things getting tough? Just as I got used to drinking coffee without sugar. Now I have to start all over and learn how to drink coffee without coffee. But it is a good thing, because my drinking uncle was killed by coffee.

A hundred-pound bag of coffee dropped on his head!

BUY BONDS

Farmers at a recent Levelland, Texas, scrap harvest drive barbecue ate a ton of beef and rounded up 140 tons of metal.

The War Production Board has made an additional 6,000,000 pounds of wool available for manufacture of sweaters, shawls and knitted underwear.

Without Trucks, Cities Would Face Starvation

24 of Largest American Communities Depend On Motor Freight for Milk, Eggs, Fruits and Vegetables, As Well as Most Meat Supplies

Babies would cry for milk, ham and eggs would disappear from many breakfasts and Sunday chicken dinners would be blacked out in many homes if trucks were interrupted in their maintenance of the lines of supply of foods to American cities, figures compiled by the U. S. Department of Agriculture reveal.

Services Get 42 Members of Local No. 233

INDIANAPOLIS.—Forty-two members of Commission and Grocery Drivers' Local Union No. 233 are now serving in the armed forces of America.

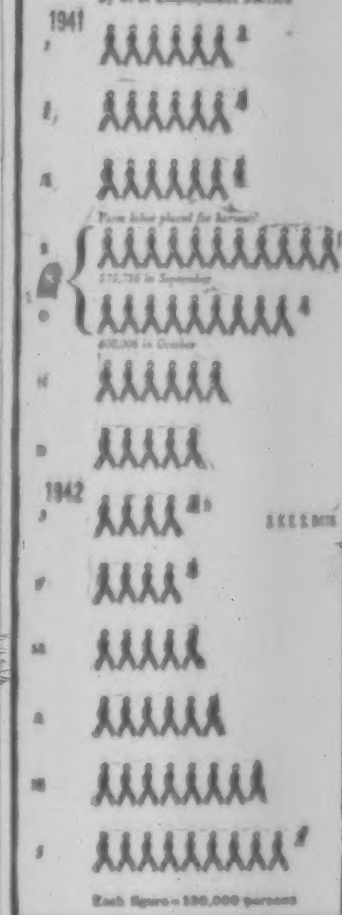
Paul Page, president, expressed the local's pride in the men who have gone to the colors. "We are very proud of these men," he said, "and while they are away at the battle fronts, we are going to back them up all the way at home by buying War Bonds and by doing everything to keep vital war production moving."

Here is a partial list of the men: William Burris, Edward Brown, Thomas Bascy, Peter Esmon, Munzie George, Walter Highshue, George Hottle, Paul B. Meyers, Glenn Osborne, Frank Riccione, George Saltee, William Riley, Walter Bendler, Clarence Cottage, Madison Kepner, Leslie Wray, J. Smith, George L. George, Daniel Alban, Edwin Wagner, William Cash, Joe M. Powers, Harold Sparks, Earl Leck, Cecil Floyd, Wilbur Wall, Wayne Lewis and Fred Cornette.

George Steffen, Greek cafe operator in North Carolina, just about took his place apart for the scrap drive. Steffen threw in seven radiators, a steam table and a stove.

JOB PLACEMENTS

by U. S. Employment Service



13,000,000 OF U.S.—Nearly 13,000,000 workers are now employed in the Nation's war industries and 4,000,000 more will be employed by the end of the year. During 1943 we may require 20,000,000 workers to put our all-out industrial production into top gear. The chart above shows the rate at which new workers are being absorbed into our war economy, which, it is expected, will eventually need every man in the Nation. Women too will be called upon in rising measure to increase the total available manpower. An end to labor pirating and racial discrimination in war work are among the several means by which Uncle Sam plans to meet the manpower needs of the greatest industrial plant the world has ever known.

2,000 Strikes Are Prevented to Each Strike Occurring

WASHINGTON, D. C.—The American Federation of Labor, on its nationwide "Labor for Victory" radio program over NBC, announced the no-strike score since Pearl Harbor—two thousand strikes prevented for each one that occurred.

How this achievement, vitally important to the successful expansion of war production, was accomplished was described by three outstanding "strike surgeons" who were interviewed on the program. They were Frank Fenton, National Director of Organization for the AFL; Dr. John R. Steelman, Director of the U. S. Conciliation Service, and William H. Davis, Chairman of the National War Labor Board.

Mr. Fenton disclosed that his office settles by peaceful means 99 out of 100 disputes involving directly affiliated local unions. He praised the widespread compliance by affiliates with labor's no-strike policy and announced that the Federation does not and will not, authorize, condone or excuse a strike under any circumstances.

"This is equally true even if the strike is deliberately provoked by an employer trying to take advantage of the war emergency to destroy a union," Mr. Fenton said. "We have a remedy for such situations now besides strikes. We can go to the U. S. Conciliation Service, and finally to the National War Labor Board to get a square deal."

WFLB has launched a survey of the millwork industry in order to find what proportion of available plant facilities is being used for war work.

Joint Council No. 69 Takes Part In the Big Navy Day Parade

INDIANAPOLIS.—Teamsters here played a major part in the big Navy Day Parade on October 27.

More than 1,000 members of Joint Council No. 69 turned out to march in the longest procession Indianapolis has ever witnessed.

Many Teamsters rode horseback in the parade while the

joint council sponsored a stage coach drawn by six horses.

Albert Tyree, secretary-treasurer of Local Union No. 716, and C. E. Davis, president of Local Union No. 188, acted as vice-m Marshals in the organized labor section of the parade. Clyde McCormick, Indianapolis Central Labor Union business agent, was marshal.

SUPERMEN OF THE U.S. ARMY

"FRANKIE" DOOLITTLE AIR FEATS ARE AMAZING! HE MADE ONE OF THE FIRST "BLIND" FLIGHTS AND WAS AWARDED THE HARMON TROPHY IN 1930, FOR HIS EXPERIMENTAL FLIGHTS. HE IS A DOCTOR OF SCIENCE IN AIRCRAFT ENGINEERING!

HE BLASTED TOKYO!

BRIG. GEN. "JIMMY" DOOLITTLE

A FIGHTING MAN! THE PILOT WHO BOARDED JAPAN WHEN THE HIGH SCHOOL BOYING CLIMBING AS A YOUTH AND PLANNED A PRIZE-FIGHTING CAREER, UNTIL HIS PARENTS OBJECTED!

SPEED DEMON! HE WON THE SCHNEIDER SPEED TRIUMPH IN 1925, SET A NEW TRANSCONTINENTAL SPEED RECORD IN 1931 AND SET THE RECORD FOR LAND PLANE IN 1932 AT CLEVELAND!

MEMPHIS IN COOPERATION WITH U.S. WAR DEPT. PERMISSION TO REPRODUCE IS HEREBY GRANTED

Our Responsibilities Now

The election is over and most of the congressional candidates that THE INDIANA TEAMSTER supported were defeated.

The incumbent congressmen that we opposed on the basis of their voting records on measures affecting the vital security and defense of America have all been returned.

We had asked that they be retired for showing tragic lack of foresight, judgment and statesmanship when the fate of America held in the balance. The voters, however, in a more charitable mood decided that these men should be returned to Congress for another chance.

Of course, we will abide wholeheartedly and cheerfully by the decision at the polls, a decision possible only where the form of government exists that these men were only luke-warm to defending.

American soldiers are fighting and dying today the world over to keep alive that form of government and the civilization made possible by it.

The election is over and our remaining big problem is the war and how to win it as quickly as possible. We take it that the Indiana congressional delegation is interested in seeing a victory for the United Nations.

It is their responsibility to pass legislation that will implement the national war effort.

It is our responsibility to observe their actions closely and make suggestions or objections wherever we feel the war effort can be improved and strengthened.

Ruth Taylor Says:

"The first order of business for the American Federation of Labor and for all Americans is the winning of the war."

Those were the words of George Meany in his acceptance speech as Secretary-Treasurer of the American Federation of Labor.

This is no idle statement, a platitude or a play upon words. This is a challenging call to action to each and every one of us who believes in the union that is the United States. It is a demand that we devote our energies to the job that must be done before all other jobs today—for everything else that we do is futile without this first order of business—the winning of the war.

The first order of business is to stick to business. Now is no time for debate on extraneous issues or for prating on what we are going to do. We have to win this war before we can win the peace!

The first order of business is attention to business; concentration on the job before us, without pausing to argue or complain or criticize.

The first order of business is to do our job now, working together in a spirit of national unity without prejudice or personal bias toward any group, regardless of class, creed or color.

The first order of business is concerted action on all fronts, the production front and the home front as well as the battle front.

The first order of business is the winning of the war, not the talking of it or even the fighting of it, but the winning of it. That is the job before us. It will take the coordinated effort of those who plan, those who produce, those who save and those who fight. None of us is privileged to rise against it.

The first order of business does not call for flag-waving or hysterical shouting, but for a practical, calm determination to carry through to the finish the job ahead of us so that we may return to the life that is the right of every one of us as Americans, and to the struggle to level upwards the lives of all.

Winning the war is the first and only order of business!

And that goes for me and every one of us.

Scrap Drive Praised

The cooperation Indiana Teamsters have given the drive for scrap metal has received a great deal of favorable comment from government officials and the public.

Every local union in the state entered wholeheartedly into the campaign, and gave freely of their time and energy.

The fact that Indiana made one of the best records in the country in tonnage collected is a tribute to the Teamsters who so unselfishly donated their time.

But that is nothing new for Teamsters. They always rally in a patriotic cause, and this was no exception.

Wheeler's Attack on Hunt

Lester M. Hunt, the very able assistant editor of THE INTERNATIONAL TEAMSTER, was taken to task this month on the floor of the United States Senate as advocating fascism.

And who was his critic? None other than Bertie Wheeler of Montana who did everything in his power to obstruct legislation designed to protect our democracy against fascism.

Of course, Mr. Hunt does not advocate fascism.

He does advocate the making of any sacrifices necessary to winning of the war, even if it means giving up certain civil rights temporarily so that we may have democracy permanently.

Wheeler said, "Thank God, this man does not speak for organized labor."

We say, thank God, Wheeler does not speak for America.

Here's the article that caused the Senator suddenly to express such serious concern over the democracy that he did all a human being could do to abandon:

"The gentleman from South Carolina now had the floor. And he has the ceiling, too.

"In other words, Associate Justice James F. Byrnes of the United States Supreme Court has pulled a chair up to your kitchen table for the duration of the war and when the wife goes through your pants pockets at night she may find the judge has been there first.

"This isn't quite as bad as it sounds. In fact, it isn't bad at all, when you figure that it is one of the drastic steps necessary to mechanize our war economy so that it can compete with the panzer economics of Germany in a total war for survival.

"It is just one of the things that Americans have got to take temporarily from other Americans, unless they want to run the risk of taking them permanently later on from Germans."

"Byrnes, known in senatorial parlance as 'the gentleman from South Carolina' while he represented that state in the nation's capital, has resigned from the Supreme Court to take the position of economic director.

"This means he will have probably the greatest control ever exercised by any man over the wages, diet, habits and liberties of American citizens. He will be charged with carrying out the sweeping orders of President Roosevelt to prevent inflation.

"He will have control over prices and profits, which includes almost everything else.

"The question of prices rests to a great degree on the wages of labor and so does the question of profits. Therefore Byrnes will have authority over our pay envelopes. An encouraging indication of the fairness with which the government intends to spread the burdens of total war is its intention to peg large incomes at \$25,000 a year. Whoever heard of anything like that before?

"Pegging wages is an old story. But now we have pegging of salaries, which puts the same shoe on both feet.

"There has never been any question of labor's willingness to sacrifice for victory. Labor has insisted, however, that it should not be asked to make all the sacrifices.

"Under the new economic setup, it won't be. It will be tough for us, but it will also be tough for everybody. Everyone must carry his share of the tremendous weight we must lift over the horizon to reach the peace that lies beyond.

"Byrnes, himself, is making a great sacrifice, to take the position the President asked him to fill. He leaves the secluded life of the Supreme Court with a lifetime salary to accept harder work at less pay. He has given up the guarantee of personal security for the insecurity of active war work. He has cheerfully stepped forward to accept a position in which he will be the target of unfair and malicious attack by everyone who feels aggrieved by his decisions.

"It is more than a probability that his reputation will be smeared by German, Jap and Italian sympathizers who will question every decision he makes in an attempt to make Americans discontented and suspicious of their leaders.

"Byrnes will be smeared by the fifth column exactly as the President has been smeared, as Leon Henderson, Bernard Baruch and Donald Nelson have been smeared and as every other man who takes a difficult war job has been, and will be, smeared.

"Labor should remember this when rumors begin to spread that Byrnes is forcing some particular group to accept hardships while he is favoring other groups.

"From what we know of Byrnes, he won't favor anyone and he will be fair with everyone. Sometimes his fairness will hurt. His decisions will bring economic casualties just as the decisions of military leaders bring physical casualties.

Great President, Politician

Now that the story of the successful American campaign in Africa is unfolding, some politicians are lamenting the fact that it wasn't pulled before election so as to garner some extra votes for Democratic candidates.

The fact that the African invasion was started after the election is a high tribute to President Roosevelt and will write a glorious chapter in American history.

There is no question but that if the African campaign had been started just before election many of the incumbent members of Congress would have been returned.

But President Roosevelt, who is credited with being one of the greatest politicians of all time, was not playing politics with the lives of American boys.

He is a patriot, first, and a politician, second.

There are those who criticize the president because he is a politician. But how else could a man be a great president without being a great politician? In a democracy, one always goes with the other.

President Woodrow Wilson was a great man, but not an astute politician, and we all know how his high-minded plans ended in failure because of it. If Wilson had been a great politician, we might not today be engaged in this horrible struggle, for his League of Nations might have prevented the events which led up to war.

We hope President Roosevelt will go on being a politician, and we hope he'll be able to put some of Wilson's ideals to work as a result.

Need More Blood

The call has gone out again in Indianapolis for more blood donors. Certainly most of us can spare a pint of our blood for our brothers at the front. It's the least we who remain at home can do.

We urge Teamsters to report to their local Red Cross station to offer blood for American soldiers. You might save the life of a friend, a cousin, a son.

Willis Wrong as Usual

It wasn't so long ago that Senator Willis was wondering about the fleet. As a matter of fact, he said that most of it had been destroyed.

Recently events in the Solomons and elsewhere in the Pacific have shown this country editor to be wrong, as he is most of the time.

"Casualties are an unavoidable part of war. They are the foundation on which victory is built and life again becomes sweet. A nation that fears casualties will never win a war. And the nations that lose wars in this eruptive era of world history, lose their liberty. They become vassals, chained to the bloody chariot wheels of their conquerors—like France, Denmark, Belgium, Norway, Poland, and on down the list of those who faltered and fell.

"There will be men who say that we have become a dictatorship—that we have embraced the very philosophy we have gone to war to defeat. Well, how else can we win this war? The only way to defeat a hostile army is with a stronger army. Militaristic methods must be adopted to defeat militaristic powers. We must put our civil liberties in eserow.

"We are going to be forced to live under a dictatorship for a time. But it will be a dictatorship to preserve the democratic system we have always enjoyed. It will be administered for the protection of those who submit to it, rather than for the profit of those who direct it.

"There will be crows cawing in the cornfields who will tell us that our liberties once surrendered will never be recovered.

"Have they never heard of Valley Forge? Do they think that a soft people toughened to battle will suddenly become soft again and spineless in the hour of victory? And who do they think would take our liberties away from us at home once we have welded them in the flame of battle on a dozen fronts?

"Who is this unseen enemy that would enslave a victorious American people?

"All that is just German double talk. If we win this war, our liberties and freedom will all come back to us on the bayonets of our returning troops.

"It is to keep those bayonets plunging at the heart of infamy, slavery and aggression that we tighten our belts and welcome Byrnes to a seat at the dinner table.

"Help yourself, judge. We'll turn the icebox inside out if you say so."

MIDWEST STEEL HAULERS AGREEMENT SIGNED

Morgan Outfit Must Pay More Property Taxes

Bad News for Labor-hating Company Is Good News for Scott County People

The labor-hating Morgan Packing Company of Austin got some bad news this month—it found out that it was going to have to pay its fair share of the tax load in Scott County.

The State Tax Board announced that increases in the assessed value of personal property belonging to Morgan had caused a substantial decrease in tax rates.

The company was assessed an additional \$722,960 as a result of a hearing on an appeal from levies set by the Scott County Tax Adjustment Board.

The Austin plant had been valued at \$259,840 and was raised to \$969,800. The Scottsburg plant valuation was increased from \$26,675 to \$32,175.

State Makes Examination

Evidently the State Board made a more thorough examination of the vast Morgan empire than the Scott County body, where Morgan is a political power.

People in Morgan-land are only happy, however, to a limited degree over the findings. You see they'll still have to pay most of Morgan's taxes because of the low wages he pays them.

Trucks Are Public Menace

Elmer Briner, secretary-treasurer of Local Union No. 694, said that Morgan's trucks are still roaming the highways driven by irresponsible scab drivers constituting a menace to public safety.

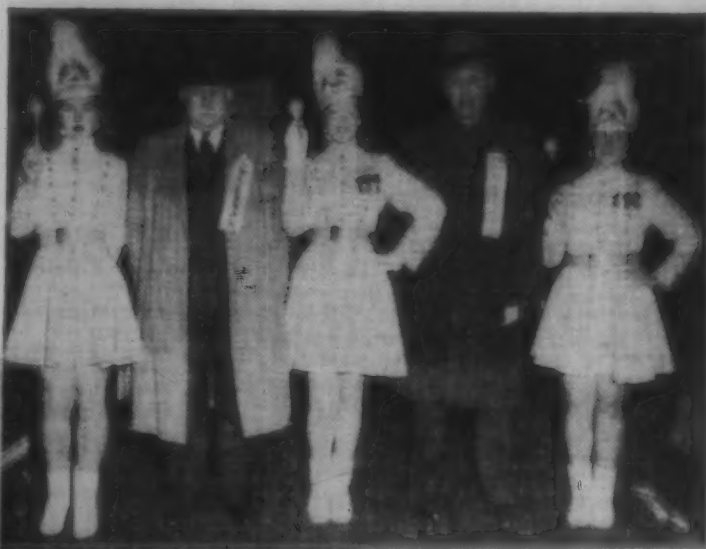
It will be recalled that Morgan's trucks were involved in 230 highway accidents in the short space of eleven months, killing eight and injuring 22, in addition to a great deal of property damage.

SLEDGE DOGS AND DRIVERS WILL BE TRAINED BY ARMY.

To facilitate transportation of supplies in snow-bound areas, the Army soon will begin training sledge dogs and enlisted men as drivers at Camp Rimini, Helena, Montana, the War Department has announced. The training will be by the Remount Division, Quartermaster Corps, Services of Supply.

Teamsters March in Navy Day Parade

Right: Clyde McCormick, business agent for Indianapolis CLU, and Al Tyree, secretary-treasurer of Joint Council 65, pose with drum majorettes.



Left: Scene as Teamsters pass reviewing stand.



TRUCK DRIVERS ARE HIGHWAY FIREFIGHTERS

NEW YORK.—If your car catches fire on the highway, chances are a passing truck driver will be the Good Samaritan who comes to your rescue.

The Interstate Commerce Commission requires all private and common carriers under its jurisdiction to be equipped with fire extinguishers approved for use on gasoline, oil and electrical fires.

"Approved" means that the extinguishers must carry the inspection label of the Underwriters' Laboratories, and the types that fulfill the ICC requirements are either the vaporizing liquid (carbon tetrachloride base) or carbon dioxide types. Both types will put out burning liquids and are non-conductors of electricity.

The purpose of this rule is obvious—to cut down the large number of fires that destroy trucks, many of which carry highly flammable cargoes. But a happy by-product of this regulation is the added protection that it provides for all automobile traffic.

Tradition of Highway

It's a tradition of the highway that a truck driver never lets a fellow traveler down in an emergency. The man behind the wheel of a truck develops a special sentiment toward the road, and, derivatively, a feeling of comradeship for all those whose destiny it is to travel

TRUCKS SUPPORT PENN TURNPIKE

A thousand trucks a day, rolling war materials in shuttle service over the famous Pennsylvania Turnpike, now account for 60 per cent of the revenue collected from users of the super toll road.

the highway with him. Perhaps this mood comes from driving many long hours alone, frequently at night, with only a white patch of cement and the whirr of passing cars for company.

At any rate, many tales of firefighting heroism have been credited to truck drivers. In most cases truck drivers are able to extinguish a fire during its early stages, but even if the car is enveloped in flames, they will brave danger to bring the blaze under control and remove the stricken occupants.

A typical example occurred a short while ago when a heavy truck collided with a transcontinental bus near Camden, Ark. Despite the fact that the truck driver was injured in the accident, he leaped from his cab, pried open the jammed doors of the bus, and quickly put the fire out with an extinguisher. Then he helped 16 passengers make their escape. The passengers said that without his quick work they all might have burned to death.

Another Heroic Rescue

A similar incident occurred early this year near Bloomer, Wis., when a bus loaded with 30 students and five teachers skidded on an icy pavement and crashed into a culvert, setting fire to the engine. A truck driver who saw the accident came running with an extinguisher, and, after putting out the blaze, broke the windows and helped the injured people out. Similar accidents happen almost daily.

There may be poetic justice in the fact that roadside stands and taverns—those havens of rest and relaxation for weary drivers—share in the protection afforded by extinguisher-equipped trucks. These places frequently are far removed from the nearest public fire department, and often are completely unprepared to cope with even a small kitchen blaze. But their owners feel some sense of security in knowing that all they have to do is hail a passing truck to get "first aid."

TEAMSTER TIPS FROM 364

By GEORGE CAMPBELL

Speaking of elections, who was it that captioned the headliner of the Teamster, "Throw the Rascals Out?" Well, did they get thrown out? Robert Grant carried St. Joseph County by 441 votes, the first time that happened since 1928, so your advertising no doubt put him over!

Business Representative Murrin of the sales drivers' division reports new closed shop contracts with the following dairies: Suabedissen-Wittner, Mishawaka Farmers, Beat Ever Dairy and a higher wage scale for inside and outside men. He is also making contacts on a new wage scale for all wholesale groceries employees and paper warehouses.

Business Representative Gibson of the freight division got so disgusted with the vote in Marshall County and the city of Plymouth located therein that when he saw the way it was going he said he couldn't stand it another day, so he moved in to South Bend that very day. And, of course, gasoline rationing might be the reason he no longer wishes to commute.

President Biggs, together with James Hoffa of Detroit, was in Birmingham, Ala., in connection with a southern freight area agreement, but the president reported that he had seen about all of the Southland and really gave birth to the blues about train schedules, rebates, missed connections, etc. Walter said one more telegram about Drewry's election misspelled and misquoted and a few more train mixups and he'll come back from the next trip South with less hair than your correspondent. He further revealed that East Chicago still looks as good from the air as does the Garden Spot of America a little further south.

Business Representative Snyder of Elkhart advises everything under control in his territory, and if there is nothing doing there I suppose he will browse down to Pat Hess's back yard.

Business Representative Wellington Fleck of Goshen bounced over to Ligonier in his spare time and signed up about 110 men at Hussman's Lumber Company, who manufacture fabricated homes for defense housing projects.

Your correspondent reports negotiations with building material and lumber yards, also several department and furniture stores.

Local No. 364 takes this opportunity of thanking "The Indiana Teamster" and its editor for the picture of our scrap drive in the paper and also thanks the International officers and editor of that monthly for giving it such a splendid location in the magazine this month and the author of the article for a true and faithful picture of our scrap drive.

Draw Contract Up in Meeting At Cleveland

Steven Toth Calls Move a "Progressive Step in Labor Relations"

Northern Indiana steel haulers this month came under the jurisdiction of the Steel Transporters' Contract which was concluded in a meeting held in Cleveland last month.

At a meeting in Chicago early this month, Walter E. Biggs, president of Local Union No. 364; Steven Toth, secretary-treasurer of East Chicago Local Union No. 520, and Michael So-wochka, secretary-treasurer of Gary Local Union No. 142, agreed to enforce the contract in the northern part of the state where the vast majority of the steel haulers operate.

Murphy Calls Meeting

The Steel Transporters' contract was drawn up at a meeting in Cleveland last month, called by International Organizer Edward Murphy. Representatives of locals in Ohio, Michigan, Pennsylvania and New York having steel haulers in their membership were present.

The contract was conceived as a result of the over-the-road agreement of the Central States Drivers' Council, and wherever provisions of that contract are applicable to the steel haul, they have been inserted in the Steel Transporters' pact.

Steel hauling should not be confused with ordinary dry freight as governed by the over-the-road agreement. It is a separate and highly specialized type of operation.

No company will be allowed to use the steel haulers' contract to cut wages or depress working standards of their over-the-road freight men, nor can it be used on city work unless the local in that city agrees.

Toth Represents Indiana

Steven Toth represented Indiana steel haulers at the Cleveland meeting where the contract was drawn up. Toth's local, 520, is in the heavily industrialized steel district of Lake County.

The minimum pay scale is as follows: Drivers on single tandems and semi-trucks, 34 cents per mile; drivers on double bottoms shall receive 465 cents per mile. There are also breakdown and waiting time provisions in the pact protecting the men.

Locals may secure copies of this contract by writing to the Indiana State Drivers' Council, 28 West North Street, Indianapolis.

"Progressive Step"

Commenting on the new agreement, Steven Toth said, "We feel this is a progressive step in the labor relations of these steel haulers. Few people realize the highly-specialized nature of the steel haul as differentiated from over-the-road freight. Now these men will be governed by a contract especially drawn up for them."

An 11-year-old Louisiana boy accumulated 800,000 pounds of scrap material to hit what's no doubt the nation's top salvage figure. The boy, Warren Breaux, four ft. eight inches tall, weight, 72 pounds. He collected \$2,736 for the scrap he turned in. Most of the job was done during his vacation period, when he scoured the countryside and canvassed farmers to uncover valuable war material.

Gift kits containing shaving cream or toothpaste tubes may be purchased for men in the armed forces without the purchaser turning in an old tube, the WFB ruled recently.

What We Are Fighting For

We are fighting against the monsters of tyranny and savage force, wherever on the earth they must be fought.

We do not turn our backs on the Old World. We know that freedom cannot be safe in the New World unless it is secure in the entire world. We know that our devotion to New World ideals and our utter willingness to sacrifice our all in the defense give the millions in the Old World the courage to fight on.

And when the victory on the battlefields is won our New World ideals will be needed all the more, as we confront the job of building a wise and enduring peace for the entire world.

That fight for the right kind of peace will not be won in a day. That fight will go on down the years. It will be fought in California and in Texas and in every one of our forty-eight states. It will be fought not only in the United States but in Mexico and in every one of our United Nations.

It will be fought over the entire world, wherever men and women and children live and love and make their homes.

It is a fight that never will be completely won, but it will always be the fight most worth the winning. This is the fight that we in the New World have pledged ourselves to make. We shall not forsake that pledge.—Vice-President Henry A. Wallace.

Draft Boards Get New Rules About Key Men

Transportation Men Will Get Consideration

Order Closer Study Made of the Men Vital to Truck Industry

WASHINGTON.—General Lewis B. Hershey, director of selective service, has sent to local draft boards all over the country lists of key occupations in the transportation industry, which are to be given special consideration. This action followed the finding of the War Manpower Commission that transportation is essential to the nation's war effort.

Truck transportation and storage and warehousing services were among those certified as essential, and more than a score of occupations in both types of service were listed as vital to continued efficiency. Local boards were instructed to give effect to the ruling immediately.

Skill Required

Instructions to the boards were contained in Occupational Bulletin No. 21, in which Gen. Hershey explained that the listed transportation occupations were those requiring "a reasonable degree of training, qualification, or skill to perform the duties involved."

"It is the purpose of this list to set forth the important occupations in transportation service activity which must be filled by persons capable of performing the duties involved, in order that the activity may be maintained efficiently. . . . The list is restricted to occupations requiring six months or more of training and preparation."

Replacements

In classifying selective service registrants employed in such activities, Gen. Hershey stated, local boards should give due consideration to:

1. The training, qualification, or skill required for the proper discharge of the duties involved in the registrant's occupation.
2. The training, qualification, or skill of the registrant to engage in his occupation.
3. The availability of persons with his qualifications or skill, who can be trained to his qualification, to replace the registrant and the time in which such replacement can be made.

Critical occupations in the trucking industry that were listed in the bulletin were: Accountant, all-around blacksmith, body repairman, brake repairman, maintenance carpenter, chief clerk, truck dispatcher, driver of heavy or trailer truck, automotive electrician, shop foreman, platform foreman, maintenance inspector, all-around machinist, employment and personnel manager, general manager, operations manager, traffic manager, first and second class automotive mechanic, purchasing agent, rigger, safety engineer, storekeeper, maintenance superintendent, terminal superintendent, traffic rate clerk and training instructor.

NOTICE, TEAMSTERS!

The Indiana Teamster is your newspaper. It is willing and anxious to publish news about Teamsters of the state of Indiana. If you have any items to contribute that might be of interest to your brother Teamsters, either give them to your local secretary, or send them directly to the editor, 23 West North St., Indianapolis. Poems, gossip, jokes, stories about brother Teamsters who are in the army, etc., are all acceptable. We are eager to print the news that you want to see. So come on, boys, with your suggestions!



By Al Lindahl

- Oct. 11—Back on the Blade to report the events of the plant.
Oct. 12—Seems as though the drivers seem to think they are neglected in the Diary but they are so much apart from the others that one hardly knows where they waste their time.
Oct. 13—Why do all the dusky maids who meet the 6:30 Portage Ave. bus call Clem Deke from the shipping dock "Sam"?
Oct. 14—Had a nice game of 21 and christened Monya and Sam and Babe.
Oct. 15—Why didn't Monya and Babe show up for work?
Oct. 16—How does Tom Hedrick pick all the winners in the football pool?
Oct. 17—Death takes Brother Wm. Kagel, a bottler from pre-prohibition.
Oct. 18—Zeke Zeski better get a room at some other hotel.
Oct. 19—Plans were laid for the initial stag of Drewry's A. A. to be held November 14th.
Oct. 20—It is sure nice to read of the beverage companies throughout the state renewing their contracts.
Oct. 21—Saw Dan Lassen and he didn't get sore. Quite a guy.
Oct. 22—I understand the plant vote will take place November 5th in the Rathskellar.
Oct. 23—"Abe" Helmick, Mike Oklak and myself off for "Steamers."
Oct. 24—Sure wish I could get some scandal on the various shifts in the bottle shop. How about it?
Oct. 25—First Sunday home for quite a spell. Lucille says so anyway.
Oct. 26—Almost forgot, we seemed to pass up John Cobert at Bill Kagel's funeral but when he turns down a drink you just know that he is sick (on the gray train again). Too bad Pinky Cobert had to hitchhike home on his furlough.
Oct. 27—That nice new white paint job in the bottle shop will lighten up some of the hiding spots.
Oct. 28—Adding more names to the Honey Roll and hope to furnish a complete list in the near future.
Oct. 29—Charley McQualt, why do you keep Bill Hansen guessing (Goshen Beverage Co.)?
Oct. 30—Bill Cleary if you quit like a lot of other fellows I know you will have a long beard and still work for Drewry's.
Oct. 31—Got to take it easy for the ticket says work all night.
- Nov. 1—Spent the day at home.
Nov. 2—Plenty of work as the turkey month opens up.
Nov. 3—Time out to do one thing that is an American privilege, "VOTE".
Nov. 4—There seems to be some disturbance out in front, could it be Local No. 272 trying to sell a bill of goods?
Nov. 5—I guess the old regime ought to be satisfied to the tune of Local No. 364 getting 172 votes and Local No. 272 getting 6 votes.
Nov. 6—Joe Benko and Joe Farkas sure take their duck hunting serious.
Nov. 7—What is so good in LaSalle, Illinois, to keep superintendent Tom Hedrick there for a week?
Nov. 8—Sorry, I missed and likewise to hear of the death of "Suds" dad.
Nov. 9—If you have any spots of paint on your clothes, Joe "Ziker" Bella will be glad to clean them off, gratis.
Nov. 10—Hunting season opens and the local nimrods, including Andy Sholly, Joe Benko, Ed Haines, Danny Farkas, Bill Tidwell and Bob Neiter, all promised to furnish the pheasants. Just got a call, the Al "Termite" Johnsons are elated over a baby girl. Your continued buying of War Stamps and Bonds will enable our boys over there to make an Armistice to celebrate before a year from tomorrow possible. So Buy Them and Keep Them, long enough to do some good! To hell with cashing them in for some little fancy.

DENY REPORT STANDARD GROCERY CO. IS UNFAIR

INDIANAPOLIS.—Officials of Local Union No. 233 issued a statement this month denying that the Standard Grocery Company is unfair to organized labor. "Standard Grocery has been fair to the Teamsters," said the statement signed by Paul Page, president, and Ernie Crickmore, secretary-treasurer, "and we resent the report of their being unfair."

"We negotiated a contract which was signed without any trouble whatsoever."

Kokomo Beverage Contracts Signed

KOKOMO.—All Local Union No. 759 beverage agreements for the coming year have been signed, according to O. B. Chambers, secretary-treasurer.

The most recent to sign are the Newell Beverage Company, Gunther Beverage Company, Miller Transfer Company and the Mike Mascari Company.

The contracts provide for substantial increases in pay, improved working conditions and vacations with pay.

Settlement of Tax Dispute Is Reached by 759

Social Security Levy Must Be Paid by the Austin Company

KOKOMO.—O. B. Chambers, secretary-treasurer of Local Union No. 759, has announced the successful settlement of the social security tax dispute with the Austin Construction Company.

The company had contended that private truck owner drivers were private contractors and, therefore, were supposed to pay the unemployment and social security taxes. Five per cent had been deducted from the men's returns to cover these taxes.

However, the men have been reimbursed and it has been established definitely that these men are employees of the Austin Company and as such do not have to pay the tax.

Predict 180,000 Women Will Take Jobs in Transportation

WASHINGTON, D. C.—An indication of the increased role which women will have to play for the rest of the war was provided by Otto S. Beyer, director of the division of transport personnel of the Office of Defense Transportation, who predicted that 180,000 women will get jobs in the "traditionally male" transportation industry in the coming months.

This will bring the number of women transport workers to a total of 300,000, compared to the present level of 120,000.

Beyer emphasized that the jobs which must be filled primarily by women are not all in the "white collar" class in which women are customarily used. Women will fill jobs in the shops, hangars, terminals and yards which men are leaving to enter the armed forces, Beyer said.

"The transportation industry," Beyer said, "is finding that such jobs can be filled satisfactorily by women characterized, not by toughness, but by intelligence and other qualities which naturally command the respect of their fellow workers and the public."

Women are expected to comprise 40 per cent of the personnel of air-

lines, and the woman street-car conductor is expected to return to the local transit field, Beyer said. Increasing use is being made of women truck drivers and railroads are finding increased uses for women, repeating the experience of the last war.

Among the "male" transportation jobs now being filled by women are the following:

Welders, sheet metal workers, tool room attendants, street car conductors, electrical repairmen, gatemen, platform men, coach operators, mail truck operators, baggage agents, blacksmith hammer operators, roundhouse clerks, patrolmen and watchmen, gang foremen in shops, engine houses and power plants.

Plan Labor College to Study Union Problems of Future

PHILADELPHIA.—Classes for labor representatives intended to keep union leaders abreast of the fast-changing events now taking place have been arranged through the far-sighted leadership of the Executive Board of the General Teamsters' Union Local 564, of Meadville, Pa., and the aid of Prof. David R. Roberts, of Allegheny College.

The purpose of the proposed course has been stated by F. L. Alexander, president of Local 564, in a circular issued to Teamsters in the Meadville area. Alexander states:

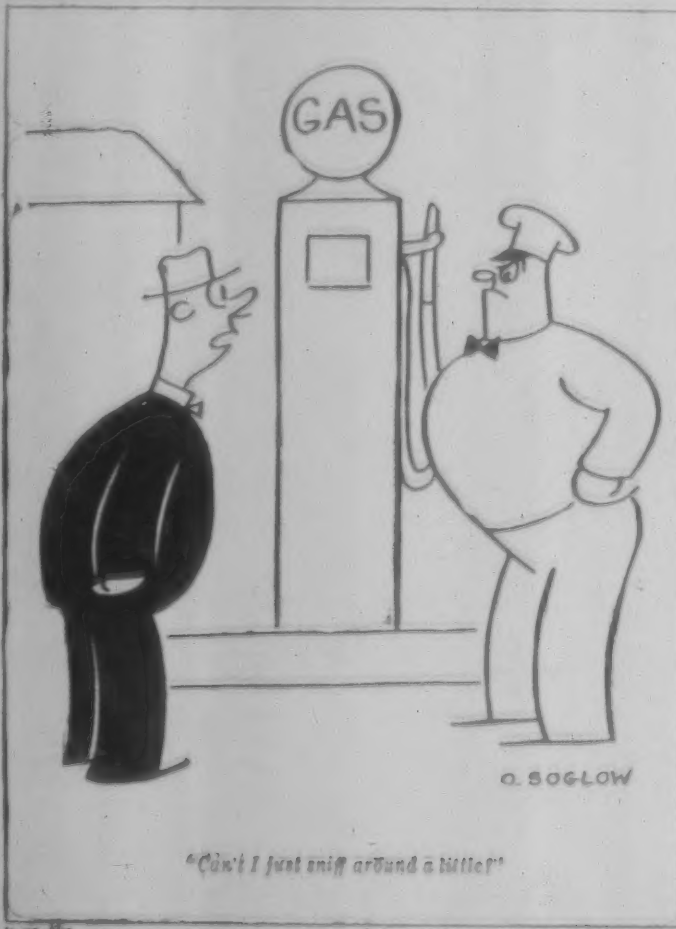
"Our Executive Board has been aware for some time that the 'brass knuckle' days of the Labor Unions are about over. They are definitely out for the duration of this global war, and we are of the opinion that after the final victory is achieved, labor unions will enter a new era in which the success of the unions will be determined by the amount of knowledge possessed by the officers and representatives of the various unions regarding such subjects as labor economics, labor laws and the interpretations thereof, conciliation and arbitration, interpretations of public opinion and reactions, social trends and educational trends."

TAKE PART IN WAR BOND DRIVE

KOKOMO.—Teamsters here are playing a major part in the big six-week War Bond drive now being conducted by organized labor in Kokomo, according to O. B. Chambers, secretary-treasurer of Local Union No. 759.

Bond booths sponsored by AFL unions will be set up all over town and employers working under contracts with the local unions will be urged to enable their employees to buy Bonds by the payroll deduction plan.

Chambers said that AFL unions have never received any credit locally for their efforts in the war program, but that the most important thing to them is to expedite and implement the war effort so that victory will come as soon as possible.



Drawn for Office of War Information

WLB Approves Two More 188 Bakery Pacts

Negotiations With Capitol Dairies Are Still in Progress

INDIANAPOLIS.—Two more signed wage agreements have been approved by the War Labor Board, according to C. E. Davis, president of Local Union No. 188.

Will Get Back Pay

The contracts are with Hostess Cake Company and Ward Baking Company, and pay provisions are retroactive to the time negotiations started in September. Each member will receive \$18.75 in back pay as a result.

National Biscuit, Sawyer and Dolly Madison contracts are now pending before the WLB.

Negotiate With Capitol

President Davis reported that contract negotiations with Capitol Dairies are still in progress and that he hopes to have a favorable announcement to make shortly. Local 188 won a NLRB collective bargaining election last month, giving it the right to represent Capitol men in wage and hour negotiations.

Capitol will be the first completely unionized milk company in Indianapolis, where the Milk Foundation has for years fought organized labor bitterly.

NEWS BITS

At least 5,000,000 women will be needed before the end of 1943 to "keep our stores, our farms, and our factories operating at full blast," Thelma McKelvey of the War Manpower Commission said last week.

The vacuum cleaner industry has now been converted to the manufacture of gun mounts, range finders, percussion caps, bombs, motors, fuses, and gas masks.

While no radios for civilian consumption are being manufactured any longer, military needs are keeping the radio industry active on a full time basis supplying portable and other communications devices for the Army and Navy.

Twelve of the country's 23 piano manufacturers now turn out wooden parts for airplanes; the other 11 will soon be at work on transport gliders.

Hold on to your old camera if you want any more family snapshots. The camera industry's now busy on range finders, binoculars, telescopes, gun-sights, fire-control devices, and other military photographic equipment.

Out of what used to be the electrical icebox industry now come machine guns, propellers, binoculars, radio transmitters, and tank gun stabilizers.

The Cuban Federation of Labor will send delegates to all the other American nations to affirm its ties with workers' organizations in the democratic countries.

The floods that recently swelled the Potomac River and raised water levels throughout southern Virginia caused a 9.4 per cent drop in tank car shipment of petroleum during the week ending Oct. 24. Petroleum Coordinator Harold L. Ickes announced recently. Seven hundred and fifty-nine thousand two hundred and thirty-three barrels of petroleum were shipped daily during that period.

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Joe Williams, president of Joint Council 69, takes charge of scrap drive. Left to right: Fred Marshal, president of 135; Frank Friel, secretary-treasurer of Local 193; Williams; far to the right is that faithful Republican, "Red" Travix.

LOCAL UNION 233 MAKES GAINS IN PAST MONTH

INDIANAPOLIS.—Continued progress was made this month by Grocery, Produce and Meat Warehouse Drivers and Helpers' Local Union No. 233, according to a report issued by President Paul Page and Secretary-Treasurer Ernie Crickmore.

Growth of membership plus improvement of working conditions were noted during the month.

NEED GAS FOR JEEPS, NOT STOOPS.

No Advertising!

You will notice that no advertising appears in these columns. That is no accident. The Indiana Teamster does not accept advertising of any description. We believe that it is the duty of a Labor newspaper to print the news and views of Organized Labor, and not those of the advertisers. Paid advertising usually hampers the editorial freedom of a newspaper. It has long been a policy of the International Brotherhood of Teamsters to avoid advertising in its official publications. We subscribe to that policy. We represent the Indiana Teamsters, and none else!

Rent Control--A Wartime Need

By PAUL A. PORTER, Deputy Administrator, Office of Price Administration

Rent Control holds an important sector in the battle line against rising living costs. In the average family budget, rent ranks next to food. It would be impossible to keep out that arch enemy of the home front—inflation—unless we maintained a stout barrier against increased rents.

The war found us with not enough housing to go around. During the depression we got behind in private construction because in those days we did not have the money to pay for it. Nevertheless there were vacancies. Many of us "doubled up" or squeezed into fewer rooms to make both ends meet. As soon as pay envelopes began to replace relief checks, we "undoubled" and spread out. Soon vacancies—which hitherto had acted as an automatic damper on the rent scale—virtually disappeared, and rents started to go up.

Ordinarily such a demand for housing would simply be a signal for contractors to build new homes and apartments. Hardly had they begun construction when the country was plunged into war. After that Uncle Sam could no longer spare the men or materials required for all the private construction people wanted.

Even before the attack on Pearl Harbor, your government realized that the stage was set for enormous increases in rents unless something was done. It encouraged the organization of Fair Rent Committees throughout the country. These committees went valiantly to work. Where they secured the patriotic cooperation of landlords, voluntary restraint had its effect on rentals.

Voluntary Control Inadequate

But after the war broke out, it was generally agreed that voluntary control was not enough. In towns humming with war production and in places near Army and Navy training centers, the housing problem became acute. A newcomer would seize the first edition of the newspaper, turn to the classified "ads" and rush to the telephone only to be told that the house, or apartment, or room he sought for himself and for his family already was rented. Driven to desperate straits, searchers for homes have been known to approach janitors in apartment houses and persons who handle "to let ads" for advance notice of vacancies. Such demand for housing started rents sky-rocketing, and lacking control, there was no limit to their ascent.

Rising rents not only threatened war production by making workers fearful of answering the call for employment in cities where airplane factories and munitions plants were opening up—it not only threatened the morale of the armed forces by making the men in uniform fearful of what might happen to their families, but rising rents also threatened the entire economic structure. Forced to pay higher rents, workers everywhere would make justified demands for higher wages. Higher wages would lead to higher costs of production and higher prices, and the whole vicious spiral of inflation would be set in motion. Widows and older persons living on fixed retirement pay or annuities would find their living standards sharply depressed. Teachers, policemen, firemen, and the large army of civil servants and white collar workers whose salaries always have lagged behind rising prices would be severely penalized.

Manifestly strong weapons were needed to combat the powerful upsurge in rents. Congress provided such weapons in the Emergency Price Control Act of 1942.

Under this law the Administrator of the Office of Price Administration received the power to designate "defense rental" areas and to recommend that rents return to levels prevailing on a certain date—the maximum rent date—determined to represent the time when war activity began to push rents up. When 60 days have elapsed, investigations are made to see if local authorities have put these recommendations into effect. If not, Federal Rent Control may be established.

Thus far, most local authorities have found the problem too large to handle themselves, and have left the job for Uncle Sam.

In a recent tightening up of the defense against inflation, the distinction between "defense rental" areas and the rest of the country has been abandoned. What American home—whether in the country or in the city—has escaped the effect of all-out war? Even before it was decided that all of America must be included in the designations of "defense rental" areas, Federal Rent Control had been established in most of our larger cities and critical areas. By November 1, 1942, it became an actuality in 287 areas having a total population of about 70 million.

The first action following the tightening up of the anti-inflation defenses was to "designate" the rest of the country. The maximum rent date has been set as March 1, 1942, for all new areas. Previously maximum rent dates had been set in some areas as far back as January 1, 1941. These earlier dates remain in effect because these areas were the first to feel the impact of war and they felt it the hardest.

Local Not Washington Control

What happens when a community comes under Federal Rent Control? Does it mean long-range control from Washington? No, fortunately. The maximum rent regulations are uniform, but they are administered by an area rent director who knows his community and is well known to his neighbors.

Does it mean a free-for-all battle between tenants and landlords, umpired by a harassed area rent director? No, fortunately. Tenants and landlords can read about their rights and obligations in black and white and settle their differences amicably, bringing only the more difficult cases in for decision by the area rent director.

Does it mean everyone who wants to rent will find quarters? No, unfortunately. Additional living space must be provided by other programs, among which the decision of many homeowners to "take in roomers and boarders" for the first time in their life can make a significant contribution.

But it does mean the rent we pay will be held in line on the quarters we already have—whether we rent a tourist cabin or a mansion, a hall bedroom or a penthouse, a bed in a flop house in the morning or a suite in a resort.

March 1, 1942, Is Base

Generally no rent will increase beyond the level of March 1, 1942, or the levels of the earlier maximum rent dates. In exceptional cases, the regulation permits the rent director to make adjustments, either up or down. The tenant not only need not pay more than the legal rent; he must not pay more—even if he wants to do so.

How does the tenant know what the "legal rent" is? This information is on the landlord's registration statement. If the tenant occupies a house or apartment at the

time of registration, he gets a copy of this statement—and he can report any inaccuracies to the area rent office. Landlords are required to show a copy to new tenants. Hotels, rooming houses, and similar places must display a schedule of prices. The registration statement, which the landlord must send in for all rented property, contains the amount of the rent and other information the area rent office needs to enforce the maximum rent regulations.

It is not enough merely to control the amount of the rent. The regulations must protect tenants from all attempts to evade the purpose of Rent Control. In the beginning evasion could be foreseen unless there was control of eviction and services. Therefore, the law says landlords cannot evict tenants for any reason unless the Area Rent Office is notified. They cannot make an additional charge for services formerly included in the rent.

Complete protection of tenants, however, requires unceasing vigilance. Apparently a few—a very few—landlords lie awake nights thinking up new ways of getting around the rent regulations. Recently it became necessary to regulate sales of rental property which would result in eviction so that the tenant would not be forced to buy the home he was renting at an exorbitant price—or to move out suddenly because the owner had sold the roof over his head.

Uncooperative Landlords Scheme

Another scheme hit upon by a few uncooperative landlords is the requirement of advance payments—some as much as one year. Such payments increase the burden of the tenant's obligations. The law says if they were not required before the rent freeze date, they will not be allowed afterward.

Violation of the rent law brings swift retribution—as some landlords can testify. Found guilty of charging more than the legal rent, they had to pay their tenants triple the amount of overcharge as damages plus court costs and attorney fees. In addition to triple damages or \$50, whichever is the larger, there is the punishment of fines up to \$5,000 and one year's imprisonment, or both.

Most landlords, however, have obeyed both the spirit and the letter of the law. As soon as a maximum rent date is announced, most of them reduce rents before the deadline is reached. Patriotic Americans reject the idea of "charging all the traffic will bear" at the time when the nation's very life is at stake.

Then, too, most of them realize that they have not been asked to make a real financial sacrifice. Despite the fact that Rent Control generally reduces the level of rents—in some cities as much as 6 to 10 per cent—property owners are getting more rent than they did during the five-year period just preceding the war. This margin averages about 9 per cent. Add to this the fact they no longer lose money because their property lies vacant or their tenants are out of work and cannot pay—and it becomes apparent that Rent Control does not penalize the landlords. Sound business sense should prefer such stable conditions to the alternative "boom and bust" periods that have disturbed the sleep of property owners for the past few decades.

Tenants and landlords alike benefit from Rent Control. War workers—freed from worry over rising rents—can stick to their job of turning out materials to win this war. Americans everywhere can be confident that the line against inflation will hold. Disastrous deflation shall not make a mockery of the peace we win.

War Labor Board Announces Tough Wage Policy

WASHINGTON. — War Labor Board (WLB) announced a new wage and salary stabilization policy which, said Chairman William H. Davis, would be "pretty damn tough" on proposed increases above levels prevailing on Sept. 15.

The policy set up under a recent order of President Roosevelt directing the board to stabilize wages and salaries under its jurisdiction, virtually froze such wages and salaries at the Sept. 15 level.

Increases above that level will be granted "only in exceptional cases" and in accordance with an economic stabilization order issued by the President on Oct. 3, WLB said.

That order directed that no wage or salary increases be approved by the board "unless such increase is necessary to correct maladjustments or inequalities, to eliminate sub-standards of living, to correct gross inequalities or to aid in effective prosecution of the war."

In considering specific requests for wage or salary increases, the board said it would be guided by the principle it set up in the so-called "Little Steel" case.

In that case a wage increase of 15 per cent was allowed over wage levels prevailing on Jan. 1, 1941, to offset increases in the cost of living.

Chairman Davis told a press conference that, inasmuch as most of the war industries had granted wage increases in line with the "Little Steel" principle, he expected very few increases to be granted in the future.

PLAN REGIONAL OFFICES

Ten regional offices will be established to handle voluntary applications for wage adjustments by employers.

Davis said the board would need approximately 800 additional employees to handle applications for wage adjustments—200 in Washington and 600 in the field.

Regional offices will be established in the regional offices of the office for emergency management, located in Chicago.

LEGISLATIVE PROGRAM

(Continued from page 1)

is why they elected us to office, and we're not going to let them down."

Hess also said that happy labor would work hardest and produce most for the war effort and that repressive legislation might have an unfavorable effect on war production.

Teamster leaders all over the state are agreed uniformly on the need for a well-integrated program. Conferences are planned for the near future with political leaders to explain the Teamsters' policies.



Freedom From Want



Freedom of Speech



Freedom of Religion



Freedom From Fear

Hoosier Motor Club Leader Hurls Defiance at Government As Investigation Threatens

(Continued from page 1)

through the gasoline and rubber shortage. Have they complained or tried to make political capital of the emergency? They have not.

"They have cheerfully accepted other employment, often at less pay, and have continued to obey the orders of their government. Even in time of peace, the government issues orders. In peace they may be debated. In war they must be obeyed."

"We cannot run a war on resolutions from the Hoosier Motor Club."

"Nobody in Indianapolis, outside the men in service and the families of those who have fallen in action, have made any sacrifice or has been called on to make any sacrifice."

"Certainly it is no sacrifice to cut down your motor mileage to the barest necessity. When you consider the horrors that the people of Europe suffer as their contribution to our victory, anything that has been asked of us is trivial."

"I would consider it no sacrifice

to have the government requisition my car in order to keep supplies rolling to the battlefronts. In fact, I advocate that every pleasure car in America be stripped of its tires before one truck carrying war supplies is forced off the highway."

"We must realize that we are in a total war to preserve every heritage we possess."

"We lose our form of government if we lose this war. Our government has made mistakes and will undoubtedly make more as it grapples with the greatest problem we ever faced. But whatever mistakes it has made, or will make, it is still our government. With all its imperfections, it is worth every life that has been laid down to defend it."

"Our liberty was not won by men who were afraid to die."

"It will not be preserved by people who are too selfish to sacrifice."

"The Teamsters' Union supports gas rationing and every other wartime order of our government."

Here Are Some of Morgan's Products

UNFAIR!

UNFAIR!

UNFAIR!

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